Multi-Modal Rail in Hillsborough County

Ramond Chiaramonte, AICP
Why Rail Transit?

• Success of San Diego, Houston, and others;
• Prohibitive cost of oil;
• Metropolitan and Statistical Area (MSA) growth trends;
• Tampa as an employment hub;
• Limitations of road-only approach.
Sunbelt Cities

- Dallas
- Charlotte
- Houston
- San Diego
- Albuquerque

Images of various cities and transportation systems.
Flexibility = Opportunities

Grandparents

Single Parents

Young Families
Transit Friendly Development

• Ease congestion
• Walkable Communities
• West-Park Village
• Downtown Tampa - Channelside
Walkable Communities
West Park Village
The Top 25 MSAs Ranked by Population

New York
18,351,099

Los Angeles
12,703,423

Chicago
9,272,117

Dallas
5,727,391

Philadelphia
5,644,383

Miami
5,334,685

Houston
5,193,448

Tampa
2,596,556

Detroit
4,428,941

San Francisco
4,071,751

Atlanta
4,828,838

Washington, D.C.
5,119,490

Boston
4,270,631

San Diego
2,824,259

Phoenix
3,805,123

Pittsburgh
2,314,937

San Bernardino
3,827,946

St. Louis
2,725,336

Baltimore
2,583,923

Minneapolis
3,076,239

Cleveland
2,082,379

Boston
4,270,631

Detroit
4,428,941

San Francisco
4,071,751

Atlanta
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2,725,336

Baltimore
2,583,923

Minneapolis
3,076,239

Cleveland
2,082,379

2005 American Community Survey Total Population
Comparable Areas with Planned or Existing Rail - Statistics

- Dallas: 3,343
- Houston: 3,351
- Atlanta: 2,998 (2005), 2,902 (2025)
- Phoenix: 2,697
- San Diego: 2,902
- St. Louis: 3,726
- Denver: 3,555
- Portland: 3,824
- Sacramento: 4,583
- Raleigh: 2,750
- Charlotte: 2,483
- Orlando: 2,017
- Tampa MSA: 2,421
- New Orleans: 2,421
- Austin: 2,697
- Portland MSA: 3,824

American Community Survey – 2005 Place Population Estimates
Central Cities with Planned or Existing Rail - Statistics

- Dallas: 5,820
- Houston: 5,280
- Atlanta: 4,918
- Phoenix: 2,360
- San Diego: 2,934
- St. Louis: 2,779
- Portland: 2,096
- Sacramento: 2,042
- Denver: 2,360
- Austin: 1,453
- Raleigh: 950
- Charlotte: 1,521
- Orlando: 1,933
- New Orleans: 1,319
- Tampa Bay Region 2005: 3,983
- Tampa Bay Region 2025: 5,354

Total Population in Thousands
Where does Tampa Bay rank?

• Tampa Bay ranked 13\textsuperscript{th} largest Television market
• Tampa Bay ranked 19\textsuperscript{th} in population.
• Tampa and Detroit only two areas in top 25 without rail.
# Tampa Bay and Surrounding Metro Areas 2005 and 2025 Population

<table>
<thead>
<tr>
<th>MSA</th>
<th>2005</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lakeland MSA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Polk</td>
<td>541,840</td>
<td>740,770</td>
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<tr>
<td>Sarasota-Bradenton-Venice MSA</td>
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<tr>
<td>Manatee</td>
<td>304,364</td>
<td>443,380</td>
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<tr>
<td>Sarasota</td>
<td>367,867</td>
<td>505,400</td>
</tr>
<tr>
<td></td>
<td>672,232</td>
<td>948,780</td>
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<tr>
<td>Tampa-St Pete-Clearwater MSA</td>
<td></td>
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<tr>
<td>Hernando</td>
<td>150,784</td>
<td>218,900</td>
</tr>
<tr>
<td>Hillsborough</td>
<td>1,131,546</td>
<td>1,590,600</td>
</tr>
<tr>
<td>Pasco</td>
<td>404,898</td>
<td>610,370</td>
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<tr>
<td>Pinellas</td>
<td>947,744</td>
<td>1,060,100</td>
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<tr>
<td></td>
<td>2,636,972</td>
<td>3,479,970</td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>3,851,043</strong></td>
<td><strong>5,169,520</strong></td>
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</tbody>
</table>
Population:Persons Per Acre - 2025

Legend
Population Density 2025

- < 3
- 3 - 7
- 8 - 10
- 11 - 15
- 16 - 30
- > 30
Employment: Persons Per Acre - 2025

Legend

Employment Density 2025

- < 5
- 6 - 15
- 16 - 30
- 31 - 65
- 66 - 170
- 171 - 300
- > 301

Water
Employment Centers - Population

- 3 Mile Brandon
- 3 Mile USF
- 2 Mile Downtown
- 2 Mile Westshore
- 7.6 Percent of the land area
Employment Centers - Population

- 3 Mile Brandon
- 3 Mile USF
- 2 Mile Downtown
- 2 Mile Westshore

29 Percent of Population
Employment Centers - Population

- 3 Mile Brandon
- 3 Mile USF
- 2 Mile Downtown
- 2 Mile Westshore

42.1 Percent of Population
### Employment Centers - Population

<table>
<thead>
<tr>
<th>Location</th>
<th>2000</th>
<th>2004</th>
<th>2015</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>USF</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>74,161</td>
<td>80,052</td>
<td>97,158</td>
<td>119,992</td>
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<tr>
<td>Population</td>
<td>103,891</td>
<td>121,507</td>
<td>132,818</td>
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<tr>
<td>Housing Units</td>
<td>49,323</td>
<td>57,363</td>
<td>62,794</td>
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<tr>
<td><strong>Downtown</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>89,437</td>
<td>96,707</td>
<td>125,657</td>
<td>156,688</td>
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<tr>
<td>Population</td>
<td>43,079</td>
<td>50,430</td>
<td>67,006</td>
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<tr>
<td>Housing Units</td>
<td>21,689</td>
<td>25,766</td>
<td>34,566</td>
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<tr>
<td><strong>Westshore</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>77,436</td>
<td>83,006</td>
<td>95,355</td>
<td>109,901</td>
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<tr>
<td>Population</td>
<td>16,555</td>
<td>16,888</td>
<td>18,243</td>
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<tr>
<td>Housing Units</td>
<td>7,568</td>
<td>7,675</td>
<td>8,233</td>
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<tr>
<td><strong>Brandon</strong></td>
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<td></td>
</tr>
<tr>
<td>Employment</td>
<td>54,783</td>
<td>58,995</td>
<td>71,416</td>
<td>85,172</td>
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<tr>
<td>Population</td>
<td>58,568</td>
<td>65,066</td>
<td>82,257</td>
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<tr>
<td>Housing Units</td>
<td>24,261</td>
<td>27,049</td>
<td>34,217</td>
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<td></td>
<td>2004</td>
<td>2025</td>
<td>2025 Percent</td>
<td></td>
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<tr>
<td>----------------</td>
<td>-------</td>
<td>-------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2004</td>
<td>2025</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Empl.</td>
<td>318,760</td>
<td>471,753</td>
<td>42%</td>
<td></td>
</tr>
<tr>
<td>Pop.</td>
<td>222,093</td>
<td>300,324</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Land Area</td>
<td></td>
<td></td>
<td>07%</td>
<td></td>
</tr>
</tbody>
</table>
Long Range Transit Planning

Regional Corridors and Hillsborough Connections
• The long-term vision for public transit in Hillsborough County is ready for a new direction.
Stepping Stones

- Tampa Bay Commuter Rail Authority’s Tampa to Lakeland Feasibility Study, 1993
Stepping Stones

- Tampa/Hillsborough-Lakeland/Polk Mobility Study, 1998
- 2020 LRTP, 1998
Stepping Stones

- Tampa Rail Project FEIS
- Record of Decision, 2003
**Stepping Stones**

- Pinellas Mobility Initiative, 2003
- Pinellas Long Range Transportation Plan, 2004
Stepping Stones

- High Speed Rail Authority Tampa-Orlando Corridor
- FEIS Record of Decision 2004
Stepping Stones

- CCC Regional Long Range Transportation Plan, 2004
Stepping Stones

- Tampa Bay Intermodal Centers PD&E Study, 2005
- Right-of-way acquisition, Downtown Tampa and Gateway Centers
• Strategic Regional Transit Needs Assessment, 2006

Regional Corridor Alternatives

- Crystal River to Weeki Wachee
- Brooksville to New Port Richey
- Brooksville to Land O' Lakes
- New Port Richey to Wesley Chapel
- Land O' Lakes to Wesley Chapel
- Palm Harbor to Wesley Chapel
- Wesley Chapel to Downtown Tampa
- USF to Brandon
- Downtown St. Petersburg to Downtown Tampa
- Downtown Tampa to Brandon
- Downtown Tampa to Downtown Lakeland
- Brandon to Riverview
- Downtown St. Petersburg to Downtown Sarasota

- New Port Richey to Downtown St. Petersburg
- Clearwater to Downtown St. Petersburg
- Clearwater to Gulfport
- Largo Mall to Gateway
- St. Petersburg Beach to Downtown St. Petersburg
- Bradenton Beaches to I-75
- US 41 to I-75
- Sarasota Beaches to I-75
- Downtown Sarasota to Downtown Venice
- Lakeland (S. Florida Avenue)
- Lakeland to Bartow
- Lakeland to Winter Haven
- Lakeland to Orlando

Stepping Stones
Stepping Stones

- Tampa Mayor Iorio Position Statement 2006
So Where Are We Now?

• Some convergence among plans
  • CSX and I-4 corridors
  • Connect the major dots, regionally

• But very limited existing funding streams

• Minimal bus service today

• Continued multi-county growth

• Need for cross-county services as well as within-county services

• Cross-county service provider unclear
“We need to be planning now for future rapid transit.”
- MPO Citizens Advisory Cmte.

- Growth, density, and traffic congestion continue to increase.
- Road widening alone will not solve all our problems, particularly in dense, congested central areas.
- It can easily take 10-20 years to plan and build any significant transportation project.
- If we don’t begin planning now, we fall further behind our competitors.
Total Daily Trips 2025

USF
- Year 2000 Population: 36,757
- Year 2000 Employment: 46,970
- 6.9 Per Acre

Tampa
- Year 2000 Population: 14,918
- Year 2000 Employment: 69,698
- 4.9 Per Acre

Westshore
- Year 2000 Population: 11,663
- Year 2000 Employment: 68,933
- 1.9 Per Acre

Legend:
- Under 1,000
- 1,001 - 2,500
- 2,501 - 5,000
- 5,001 - 20,000
- Above 20,000
Transit Supportive Densities 2025
MPO Citizens Advisory Committee Recommendation Spring 2006

- We need to be planning now for future rapid transit.
- The Tampa Rail Project proposal is a good starting point but there are opportunities for improvement.
- Next Steps include two serious challenges:
  - The need to build ridership;
  - Sources of transit operating funds.
- We recommend that studies of the long-term vision for public transit in our county be reenergized.
MPO Board Action, May 06

• Conduct multi-modal mass transit study as part of LRTP update, looking at county & cities’ development patterns and a variety of transit technologies.

• Refine scope of study in coming months.

Goal: A package of transit improvements that can be included in the cost-affordable long range plan.
Objectives

- Develop long-range premium transit services to Hillsborough destinations and connections to regional corridors, looking at a variety of technologies.
Objectives

- Coordinate with and identify opportunities to implement multimodal strategies in partnership with FDOT.
Objectives

- Develop coordinated land use-transit vision and strategy in conjunction with the Planning Commission and jurisdictions in Hillsborough County.
Objectives

• Involve stakeholders at all levels in decision-making. Identify key constituencies and regularly review the level of support each expresses for the concept development.
Objectives

- Review funding and financing options and recommend strategies.

Comparative Capital Costs

<table>
<thead>
<tr>
<th>Mode</th>
<th>Cost/Mile</th>
<th>How many miles of fixed transit can you build for $1 Billion?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>$200-350 m</td>
<td>3-5 Miles</td>
</tr>
<tr>
<td>Light Rail</td>
<td>$30-100+ m</td>
<td>10-35 Miles</td>
</tr>
<tr>
<td>Busway</td>
<td>$5-55 m</td>
<td>18-200 Miles</td>
</tr>
<tr>
<td>Rail-Like Vehicles</td>
<td>$5-30 m</td>
<td>35-200 Miles</td>
</tr>
<tr>
<td>Rapid Bus</td>
<td>$0.5-1 m</td>
<td>1000-2000 Miles</td>
</tr>
</tbody>
</table>

If the goal is to raise transit’s mode share in the region within a relatively short time span, it will be necessary to consider means of providing higher grade transit at lower cost.
Study Phases

A. Cultivate Allies and Champions

• Form Leadership Team
• Form Technical Team
• Form Citizens Team
Study Phases

B. Cooperative visioning and public discussion of scenarios

- Alternative futures, quality of life implications, willingness to pay
- Plain English- “What do these choices mean to me personally?”
- Coordinate with Vision Hillsborough
- Partner with Cities’ Comprehensive Plan update workshops
C. Refine preferred scenario and funding strategy

- Transit service planning and design - locations, amount of service, feeders and connectors
- Technology choices
- Cost estimates and revenue forecasts
D. Implementation schedule

- Prioritization
- Phasing
- Action steps - land use, funding, transit service ramp-up
Charlotte
Multi-Modal Rail in Hillsborough County

Ramond Chiaramonte, AICP
Goals of Rail Transit

• Provide a cost effective transportation strategy to keep Tampa Bay competitive with other communities
• Provide for mobility needs within and through the area at peak travel times
• Enhance quality of life through mixed-use and transit development oriented patterns.
These issues affect the success of our community.

There are several challenges we face.

- Mobility
- Economic Vitality
- Quality Of Life
The capacity of growth has been limited by the transportation system, limiting our ability to grow.
Household transportation congestion and long distance costs are very high when driving is the only viable option. Congestion and long distance driving are resulting in more time behind the wheel.
Workforce housing and access to jobs are increasingly important to the local economy. The cost of housing and transportation is growing faster than economic opportunity.
Investment in rail transit can address all of these issues by increasing:

- Transportation system capacity and mobility options
- Opportunities for growth
- Housing and transportation affordability
- Access to jobs and services
Resolution

The Hillsborough County City-County Planning Commission encourages all appropriate government agencies in Hillsborough County, including its municipalities, to pursue a comprehensive and coordinated vision of alternative forms of transportation that includes roads, light rail, and bus rapid transit (BRT).
Resolution

Consider the interaction of land use and transportation, and the role rail transit can play in supporting an array of community lifestyle choices, as decisions are made during the updates of the Comprehensive Plans and the Long Range Transportation Plan.
Create a long term vision for 2050 considering future land use options and transportation investments that are mutually supportive and that provide a wide range of economic opportunity, lifestyles and mobility choices.
Resolution

Work cooperatively to implement and support the long term vision for land use, transportation and improved quality of life and directs Planning Commission staff to present this resolution to the four jurisdictions of Hillsborough County and other appropriate government agencies.